

### **3.0 PROJECT DESCRIPTION**

#### **3.1 PROJECT OBJECTIVES**

The General Plan represents a comprehensive plan for the City of Lemon Grove, and establishes strategies to achieve community goals pertaining to development, circulation patterns, aesthetics, public safety, open space and other civic matters. The General Plan is often referred to as the "blueprint" for the future City, with the overriding goal of achieving the community's "vision" while managing growth and development and conserving environmental quality. The General Plan will guide the decisions of elected officials and City staff when considering community development proposals, infrastructure improvements and public service investments.

Since adoption of the first General Plan in 1980, aspirations for the City have evolved. The proposed General Plan represents the desires of the local residents and business owners and addresses the concerns of most importance to the community. Based on the community's "Vision for the Future", the primary objectives of the proposed General Plan are as follows:

- Sustain the small town feeling, beauty and heritage;
- Enrich the urban and cultural amenities;
- Provide opportunities for all people to enjoy personal growth and participate in community life;
- Preserve and enhance established neighborhoods; and
- Assure that the business community prospers and new businesses join and contribute to community life.

#### **3.2 GENERAL PLAN OVERVIEW**

The proposed General Plan is organized into seven chapters, or elements. Each element is interrelated with the others. Together, the elements establish guidelines to achieve the aforementioned community objectives. The elements include:

- Community Development Element;
- Mobility Element;
- Housing Element;
- Public Facilities Element;
- Safety Element;
- Noise Element; and
- Conservation and Recreation Element.

Each element establishes objectives and policies pertaining to the subject area, and a plan to achieve the objectives and policies concludes each element. Specific action programs to

implement the General Plan policies and plans comprise the General Plan Implementation Manual, a separate document described in more detail later in Section 3.5.

Brief descriptions of the elements follow. Please refer to the proposed 1995 General Plan for a complete understanding of the components of each element.

#### **A. Community Development Element**

The Community Development Element addresses future land use and economic development as well as community design and aesthetics. A major focus of the element consists of the Land Use Plan that shows where and what kind of development will occur in the future. The other General Plan elements establish plans to ensure that future development permitted by the proposed Land Use Plan will be compatible with the community. The development policies and Land Use Plan are the primary subject of this Master EIR analysis and are explained in more detail in Section 3.3.

#### **B. Mobility Element**

The Mobility Element deals with the movement or transport of people and goods throughout the City and access to the outlying region. Policies and plans pertaining to a variety of transportation modes are established, including driving, trolley and bus service, bicycling, and walking. The proposed Roadway Circulation Plan identifies an hierarchical roadway system to efficiently move cars through the City based on projected future traffic volumes. The proposed Land Use Plan and Roadway Circulation Plan are closely linked. The Roadway Circulation Plan shows how traffic generated by the new development will be accommodated by the roadway system. Other important components of the Mobility Element include the Bicycle Plan, facilities to encourage transit use and walking, and changes in roadway classifications.

#### **C. Housing Element**

Policies and programs to ensure the provision of housing for all economic segments of the community are provided in the Housing Element. The element was revised in 1992, and a Negative Declaration was prepared for the Element. State law does not require an update until 1997. The 1992 Housing Element is included in the General Plan, but the format of the element digresses from the format of the other elements. Since the Housing Element has already been adopted, it is not addressed in the Master EIR analysis.

#### **D. Public Facilities Element**

The Public Facilities Element addresses utilities (water, sewer, power, solid waste collection and communications) and public services (fire protection, law enforcement, emergency medical services, schools and library). The policies and plans in the Public Facilities Element ensure that infrastructure and services are adequate to meet the current and future needs of the community.

## **E. Safety Element**

Minimizing public safety threats and property damage is the intent of the Safety Element. Policies and plans in the element address a range of potential hazards including geologic hazards, fire, hazardous materials and crime. Emergency preparedness is also covered in the Safety Element.

## **F. Noise Element**

The Noise Element contains policies and plans to preserve the quiet environment enjoyed by residents. The element forecasts future noise from transportation sources, such as the SR-94 freeway, the planned State Route 125 (SR-125) freeway and local traffic. The Noise Element establishes methods to avoid or limit noise impacts on land uses considered sensitive to noise. The Noise Element retains the maximum outdoor and indoor noise level limits for residential areas that was included in the 1980 General Plan.

## **G. Conservation and Recreation Element**

The Conservation and Recreation Element sets forth the City's plan to protect local environmental quality and history, enhance open space resources, and provide parks and other recreational opportunities. Conservation policies and plans cover cultural resources, fossils, remaining natural biological habitat, solid waste management, water and energy conservation, clean air and water, open spaces, parks and recreational facilities. The element particularly emphasizes preservation of historic resources and traditions.

# **3.3 PROPOSED DEVELOPMENT POTENTIAL**

## **A. Plan-wide Development Potential**

During the initial stages of the planning program, the community identified preserving the neighborhoods as a primary goal. As a result, the land use designations established in the existing 1980 General Plan for the established neighborhoods are not modified. Because most of the City consists of these neighborhoods, the land use designations in the majority of the City have been retained.

The areas where the land use designations were re-evaluated according to the policies in the Community Development Element have been termed "transitional areas" (Figure 3.3-1). As shown in Figure 3.3-1, the largest contiguous transitional area is located in the northern third of the City. In addition, the land use designations in five smaller, isolated areas were re-evaluated (Figure 3.3-1).

While the focus of the planning process was the transitional areas, not all land use designations changed in these areas. Changes were not proposed where the existing General Plan land use

designations implemented the updated objectives and policies of the proposed General Plan. Figure 3.3-2 shows the areas within the transitional areas where new development could occur or changes either to land use designation or intensity of development are being proposed by the General Plan permitted Land Use Plan.

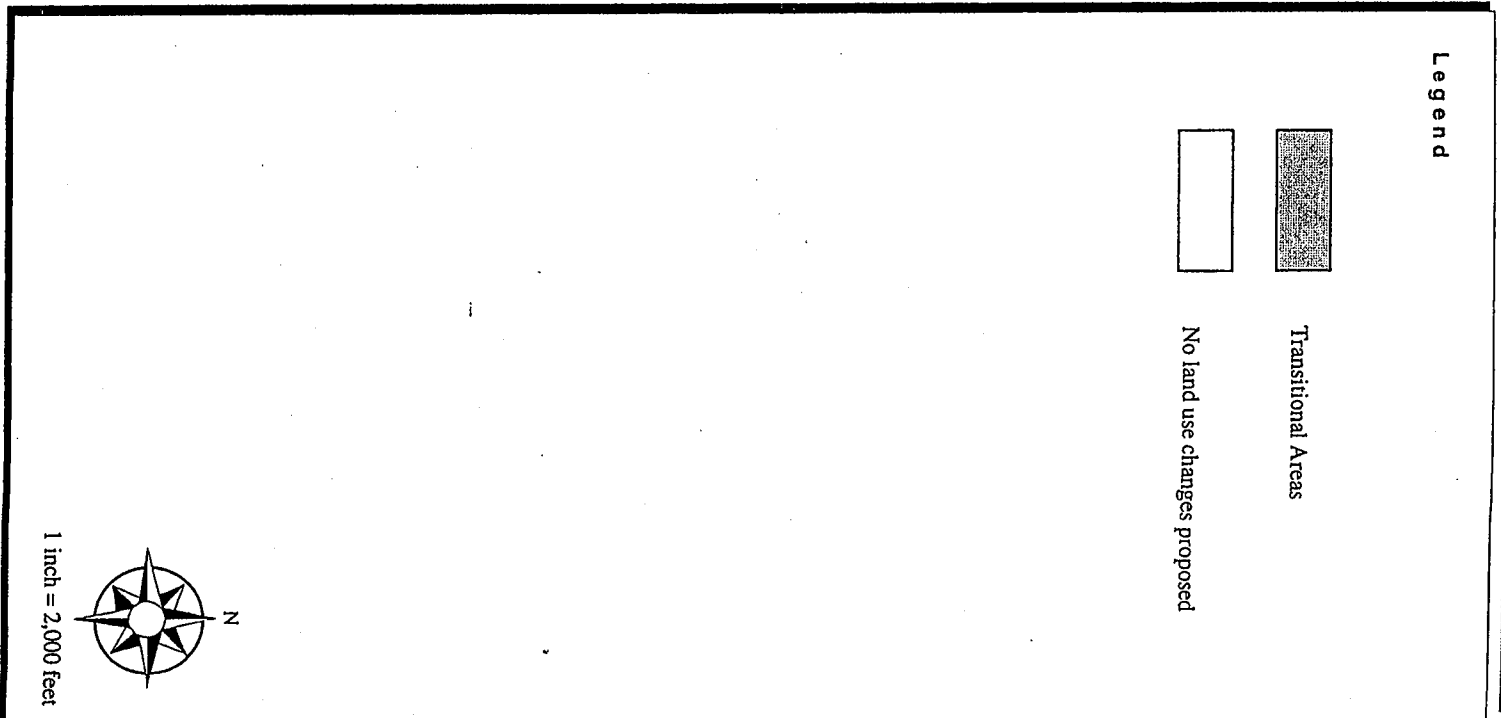
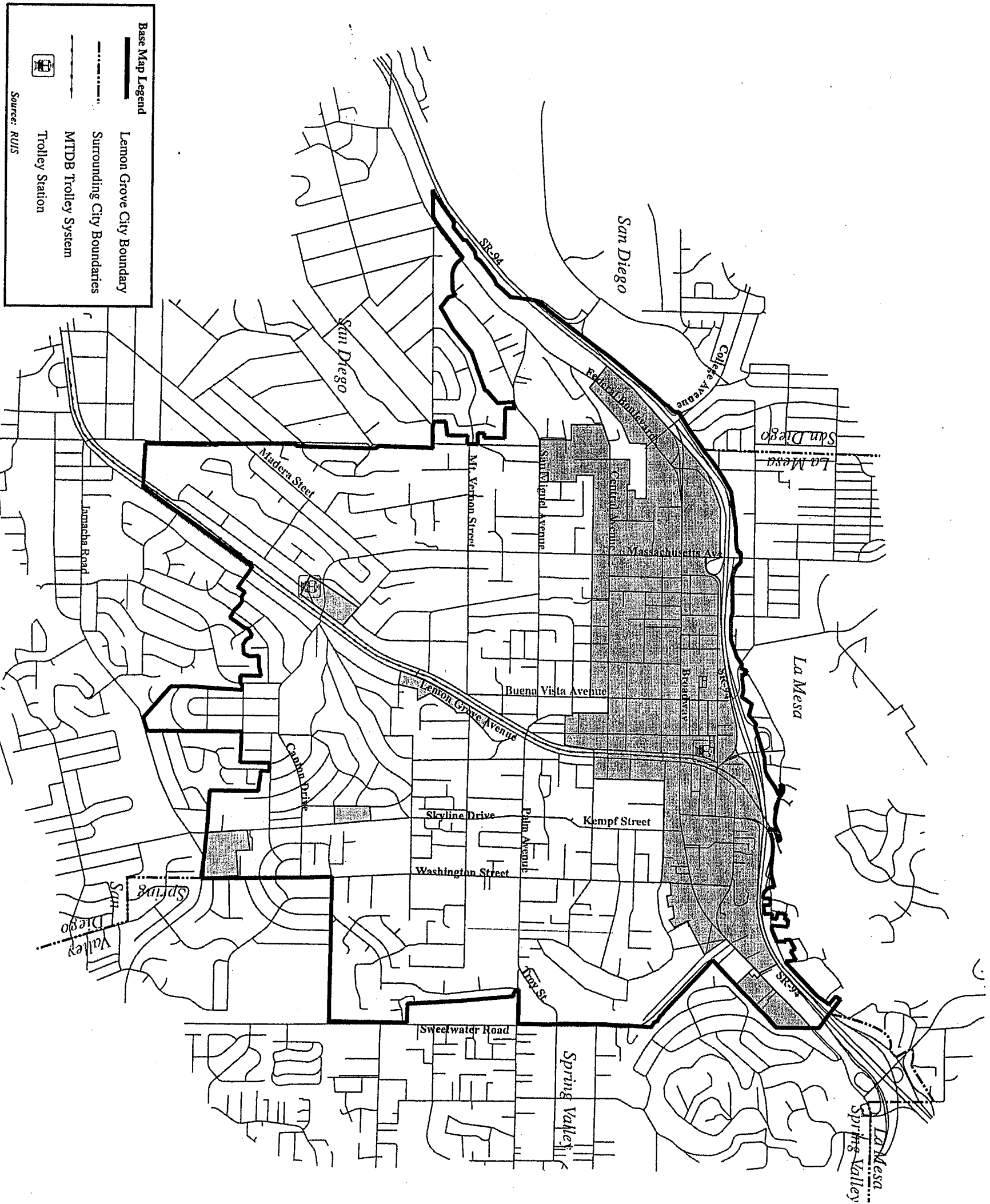
The proposed General Plan Land Use Plan, which is shown in Figure 3.3-3, incorporates preservation of the neighborhoods and the new and/or enhanced plans for the transitional areas. Major features of the proposed Land Use Plan include:

- A downtown village with a mix of retail, office and residential uses in a pedestrian setting;
- A mix of residential and neighborhood commercial uses across from the Massachusetts Street trolley station;
- Preservation of the Central Avenue neighborhoods by changing the land use designation from multiple-family to single-family residential development;
- Continued development of freeway-oriented, regional commercial centers;
- A new neighborhood commercial center in the southern portion of the City; and
- A civic center that would provide a potential center for a City hall, library, park, museum, community meeting facilities, and/or fire and law enforcement stations.

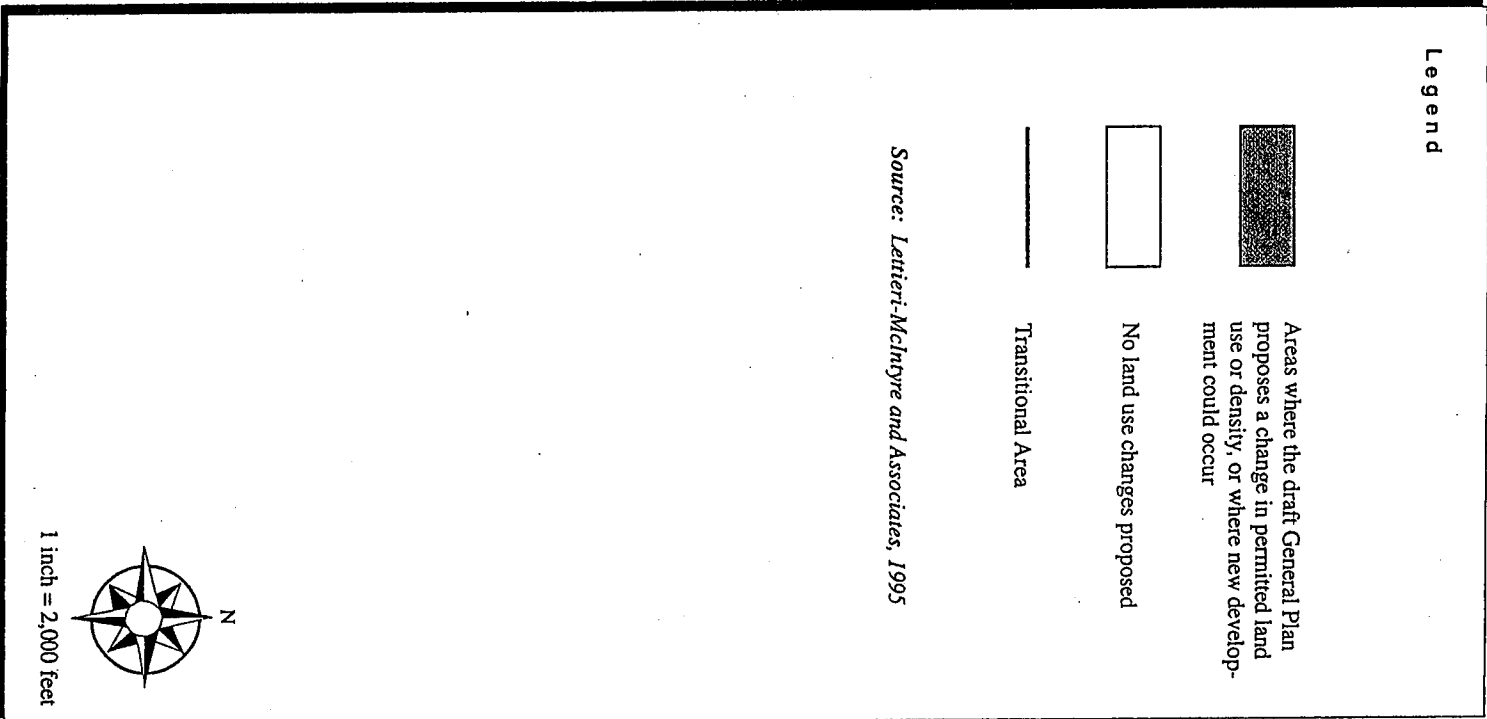
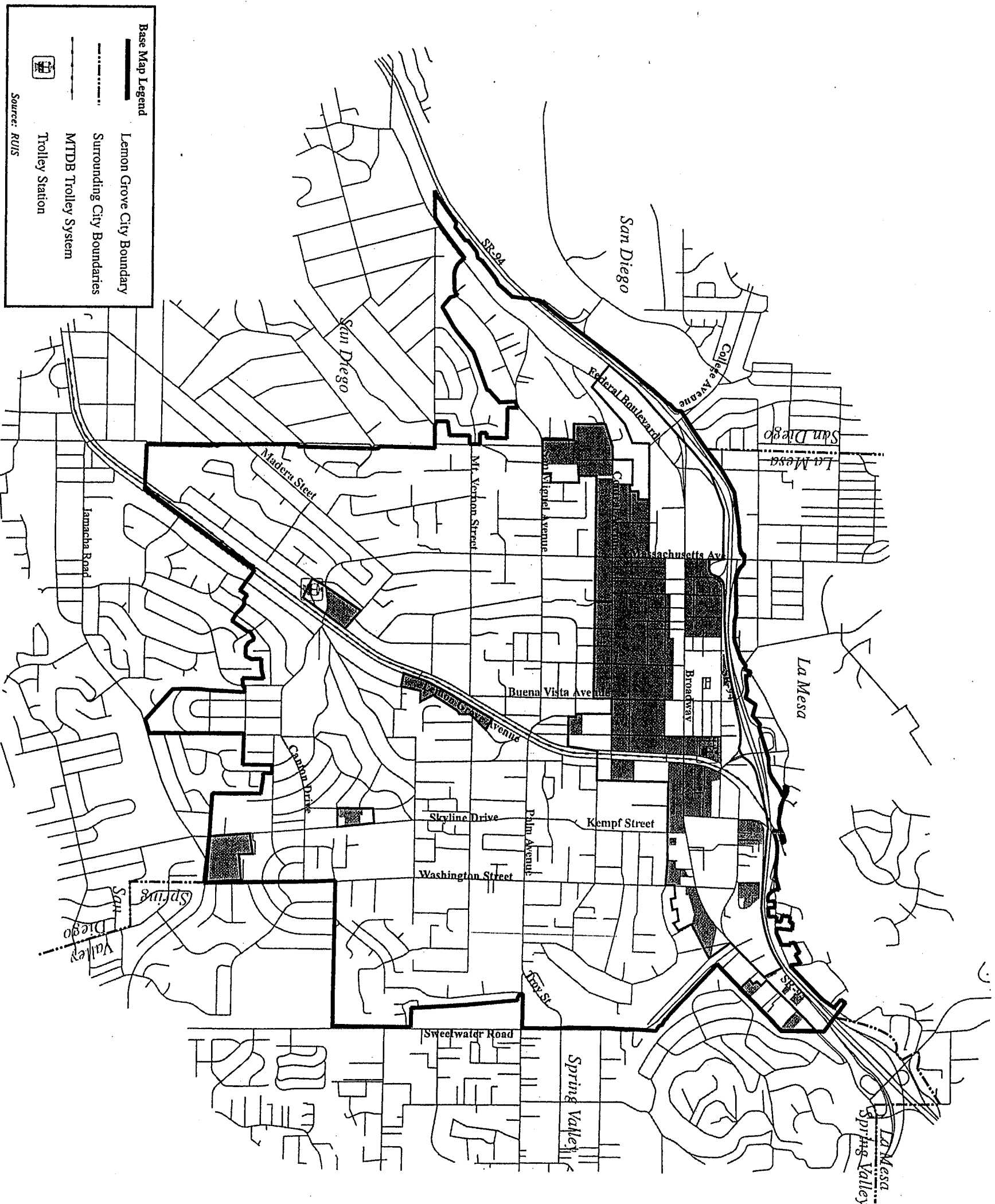
The land use designations depicted in the proposed Land Use Plan are defined in Table 3.3-1. The land use designations include low to medium-high residential, mixed use, retail commercial, general business, industrial, public/institutional facilities, parks/recreation and transportation.

Table 3.3-1 shows the "maximum" and "expected" development potential. The maximum development potential represents the greatest level of development that can occur on individual parcels of land. As such, future development projects cannot exceed the development intensity allowed by the maximum development factor. However, the maximum development potential is an unrealistic condition as it does not take into consideration the development restrictions applied in other planning documents, such as the zoning code. The expected development potential is considered a more realistic development scenario. The expected development potential reflects the fact that development within the City to date has not reached the maximum allowed density or intensity. The expected development potential incorporates development restrictions required by the zoning code such as setbacks, parking requirements, etc. This Master EIR reflects the expected development potential, as it represents a more realistic picture of future buildout of Lemon Grove.

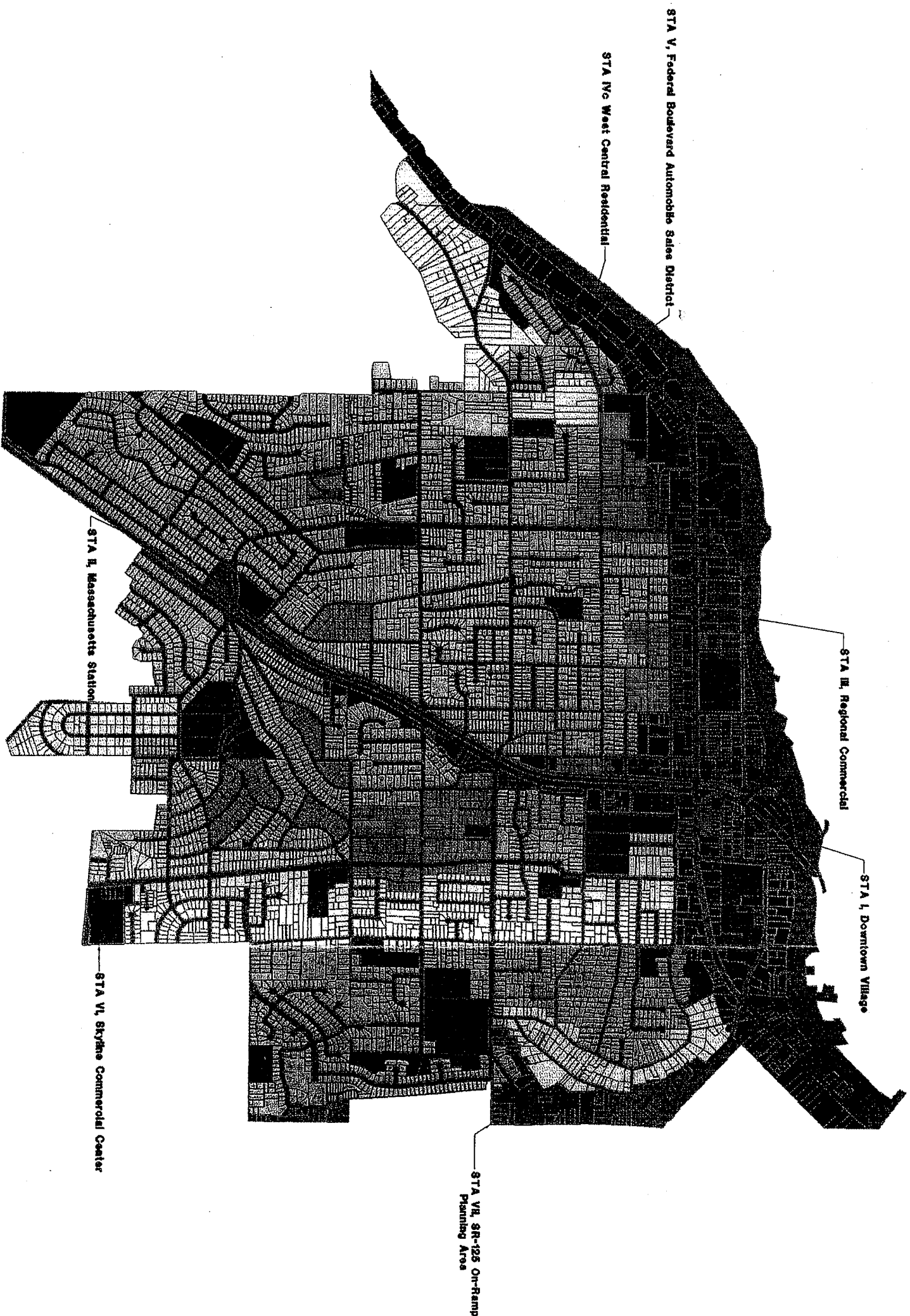
Table 3.3-2 provides a quantitative comparison of existing development and the expected development potential of the proposed Land Use Plan. As discussed in Section 1.1, this EIR focuses on the change from existing development to buildout of the proposed Land Use Plan (i.e., "plan to ground" analysis). An analysis of the change from buildout under the existing General Plan Land Use Plan to the proposed Land Use Plan is addressed as the "No Project Alternative" in Section 7.3.



**Figure 3.3-1**  
Transitional Areas

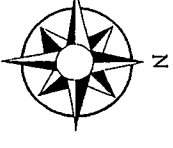


**Figure 3.3-2**  
**Location of New**  
**Development or Changes in**  
**Permitted Land Use or Density**



Legend

- Low Density Residential  
(up to 4 DU's/net acre)
- Low/Medium Density Residential  
(up to 7 DU's/net acre)
- Medium Density Residential  
(up to 14 DU's/net acre)
- Medium/High Density Residential  
(up to 29 DU's/net acre)
- Mixed Use
- Retail Commercial
- General Business
- Industrial
- Public/Institutional
- Parks/Recreation
- Transportation (See Table CD-3)
- Special Treatment Area (STA)
- I-VII
- Civic Center Concept Area



1 inch = 1,500 feet

**Figure 3.3-3**  
**Proposed General Plan**  
**Land Use Map**

**TABLE 3.3-1**  
**Proposed Land Use Categories and Densities/Intensities**

<b>Land Use Categories</b>	<b>Maximum Development Per Net Acre (a, b, c)</b>	<b>Expected Development Per Net Acre (d)</b>	<b>Land Use Category Description</b>
Low Density Residential	4 DUs/acre	3 DUs/acre	Detached houses and includes uses such as accessory dwelling units, churches, day care, open space, public facilities, home businesses and others which are compatible with the surrounding neighborhood.
Low/Medium Density Residential	7 DUs/acre	6.5 DUs/acre	Detached houses and includes uses such as accessory dwelling units, churches, day care, open space, public facilities, home businesses and others which are compatible with the surrounding neighborhood.
Medium Density Residential	14 DUs/acre	14 DUs/acre	Detached and attached houses, including duplexes and town houses, and limited condominiums and apartments. Other uses include accessory dwelling units, churches, day care, open space, public facilities, home businesses and others which are compatible with the surrounding neighborhood.
Medium/High Density Residential	29 DUs/acre	24.5 DUs/acre	Duplexes, town houses, condominiums and apartments and includes uses such as accessory dwelling units, churches, day care, open space, public facilities, home businesses and others which are compatible with the surrounding neighborhood.
Mixed Use	43 DUs/acre and 2.0:1 FAR	20 DUs/acre; 1.25:1 FAR	Mix of residential (condominiums and apartments), retail and office uses within the same building, lot or area, with the intent of creating lively pedestrian-oriented villages near the trolley stations. Retail includes entertainment and neighborhood-serving businesses. Where mixes of uses occur within the same building, locate retail uses on the street level.
Retail Commercial	1.0:1 FAR	0.5:1 FAR	Retail operations providing a broad range of goods and services, catering to both local and regional customers. Includes shopping centers, department stores, grocery stores, professional services and other compatible retail businesses that are auto-oriented.
General Business	1.2:1 FAR	0.6:1 FAR	Professional office, wholesale businesses, research and development, high technology production and sales. Includes commercial uses that support business uses.
Industrial	0.7:1 FAR	0.5:1 FAR	Mixture of manufacturing, processing, warehousing and storage uses that do not generate appreciable air and water pollutants, noise, hazardous materials and odors that might be offensive to residents and other businesses.
Public/Institutional Facilities	1.0:1 FAR	0.4:1 FAR	Public uses and service facilities, such as government offices and facilities, schools, public utilities, post offices, libraries, fire and law enforcement stations, social service facilities and churches.



**TABLE 3.3-1**  
**Proposed Land Use Categories and Densities/Intensities**

<b>Land Use Categories</b>	<b>Maximum Development Per Net Acre (a, b, c)</b>	<b>Expected Development Per Net Acre (d)</b>	<b>Land Use Category Description</b>
Parks/Recreation	0.5:1 FAR	0.1:1 FAR	Community and neighborhood parks, public recreation and community centers.
Transportation	N/A (e)	N/A	Street, freeway and trolley corridors and stations including associated rights-of-ways.

**Special Treatment Areas - Overlays**

- I Downtown Village
- II Massachusetts Station
- III Regional Commercial
- IV West Central Residential
- V Federal Boulevard Automobile Sales District
- VI Skyline Commercial Center
- VII Troy Street/SR-125 Planning Area

- (a) The density of residential development is expressed in dwelling units per acre (DUs/acre). The intensity of non-residential development is expressed in floor area ratio (FAR), which is the ratio of building floor area to the land area.
- (b) The maximum development represents the greatest level of development that can occur on individual parcels of land.
- (c) The maximum density within the residential categories may be exceeded for projects providing affordable housing, in accordance with the density bonus provisions of Section 65915 of the California Government Code.
- (d) The expected development reflects the fact that the development which has occurred to date has not reached the maximum allowed density or intensity, and future development is also expected to be less dense/intense than the permitted maximum. The expected development provides a more realistic picture of future development within the land use categories, and is therefore used to project population and buildout data.
- (e) In general, development will not occur within transportation rights-of-way. Through negotiations with Caltrans, development may occur in the future SR-125 freeway right-of-way, near the SR-94 freeway. Such development will be subject to Caltrans lease requirements, and must be consistent with the Lemon Grove General Plan.

The following summarizes the main features of the proposed Land Use Plan by land use category:

**Residential.** As shown in Table 3.3-2, the proposed Land Use Plan would decrease the acreage assigned to single-family dwelling units by 80.6 acres, and would result in decrease of 8 single-family residential units. The reduction in acreage devoted to single-family residences primarily would occur within the right-of-way for the future SR-125 freeway and in the northern portion of the City, adjacent to SR-94, where existing single-family lots would be replaced with a commercial designation. The slight decrease in single-family units would be the net result from the conversion of single-family residential areas to multi-family units.

The primary residential change would be in areas designated for multi-family use. The proposed plan would allow an increase of 106.7 acres of multi-family-designated property within the City, which would result in a net increase of 678 multi-family units. The multi-family designation would be primarily in the northeastern area of the City between SR-94 and Broadway. Other areas of the City that would allow for multi-family use include the area south of Palm Avenue and west of Skyline Drive, a linear area along Lemon Grove Avenue, and two areas south of Broadway and north of Central Avenue (Figure 3.3-3).

At an average population factor of 2.77 persons per dwelling unit, the single-family and multi-family designation would generate a net increase of 670 units and a population increase of 1,826 persons.

**Mixed Use.** The City currently has no designated mixed-use development areas, however some mixed-use developments have evolved in isolated areas. The proposed Land Use Plan would designate 27.6 acres within the City for mixed-use development. The mixed-use designation would be concentrated in the Downtown Village area. This designation would add 551 dwelling units and 1,526 additional residents.

The mixed-use designation would be located in two areas of the City, Special Treatment Areas (STA) I and II. This designation would allow a mix of retail, office, apartment and condominium development. In both locations, the mixed-use concept is primarily to encourage increased transit use and would provide a residential population to help support local commercial uses. See the detailed discussion of STAs I and II below.

**Commercial/Business.** The proposed Land Use Plan would eliminate 22.2 acres of commercial/office and add 0.6 acre of industrial use. The reduction in commercial/business acreage would occur primarily along Skyline Drive where existing commercial/business uses would be replaced by single-family uses to be more consistent with existing adjacent uses.

**Public/Civic.** The proposed Land Use Plan would reduce the City-wide acreage of Public-Institutional use by approximately 3 acres. The loss of this land use would occur in the northeast area of the City along Broadway and east of Washington Street, in the northwest area of the City west of Massachusetts Avenue and north of Central Avenue and in the southeastern area of the

**TABLE 3.3-2**  
**Comparison of Existing Development**  
**and Proposed Land Use Plan**

EXISTING DEVELOPMENT				DRAFT GENERAL PLAN						CHANGE BETWEEN EXISTING AND PLANNED					
(a)	Land Use Category	Acres	Dwelling Units	Thousand Square Feet	Population (b)	Land Use Category (Max. Density/Intensity)	Acres	Dwelling Units (c)	Thousand Square Feet (c)	Population (d)	Land Use Category	Acres	Dwelling Units	Thousand Square Feet	Population
Residential	Single-Family	1,367.6	6,429		17,889	Residential Single-Family Low Density (Up to 4 du/ac)	1,287.0	6,421		17,785	Residential Single-Family	(80.6)	(8)		(104)
						Low-Med Density (Up to 7 du/ac)	149.9	451		1,248					
	Multi-Family	66.1	2,387		6,558	Multi-Family Medium Density (Up to 14 du/ac)	1,137.1	5,970		16,537	Multi-Family	106.7	678		1,930
						Med-High Density (Up to 29 du/ac)	172.8	3,065		8,488					
Mixed Use						Mixed Use (Up to 43 du/ac, 2.0 FAR)	96.6	1,160		3,212	Mixed Use				
							76.2	1,905		5,276					
None (e,f)							27.6	551	1,500.1	1,526	Mixed Use (e)	27.6	551	1,500.1	1,526
Commercial/Business	Commercial/Office	192.5		4,738.70		Commercial/Business Commercial/Office Retail Commercial (1.0 FAR)	170.3		3,869.8		Commercial/Business Commercial/Office	(22.2)		(868.9)	
						General Business (1.2 FAR)	133.5		2,908.3						
						Industrial (0.7 FAR)	36.8		961.5		Industrial	0.6		138.6	
Public/Civic						Public/Civic Public/Institutional (1.0 FAR)	28.8		753.2		Public/Civic				
							140.4		2,446.7	965	Public/Institutional	(3.0)		60.8	237
						Parks/Recreation (0.5 FAR)	36.6		159.6		Parks/Recreation Transportation	10.4		45.3	
						Transportation	642.5					37.6			
						Agriculture	0.0				Agriculture	(11.8)			
						Undeveloped	0.0				Undeveloped	(65.3)			
Total		2,506.0	8,816	7,853.5	25,175	Total	2,506.0	10,036 (g)	8,729.4	28,764		0.0	1,220 (g)	875.9	3,589

(a) Information about existing land uses obtained from the San Diego Association of Governments (SANDAG) and the City of Lemon Grove. Specific housing data obtained from the 1992 Lemon Grove Housing Element.

(b) Population based on 1995 estimates published by the California Department of Finance, which yields a household size of 2.77.

(c) Future dwelling unit and square footage projections are based on expected buildout.

(d) Future population based on 2.77 persons per dwelling unit.

(e) Mixed use refers to a mix of retail, office, apartment and condominium development within the same building or block.

(f) City presently contains no planned mixed use development, however a mixture of uses have evolved on some blocks scattered throughout the City.

(g) Due to error in rounding the number of dwelling units to whole numbers, the figures in this column do not exactly add up to the total figure.

area of the City at the site of the Skyline Wesleyan Church. An undeveloped area in the southwestern portion of the City along Lemon Grove Avenue would be designated Public/Civic uses.

The acreage proposed for Parks/Recreation would increase by approximately 10 acres, which generally would occur in two currently undeveloped areas of the City. These areas are located in the western portion of the City adjacent to Federal Boulevard and in the eastern area of the City south of Palm Avenue west of Sweetwater Road. A park or public plaza could be included within the future Civic Center.

Also included in this land use category would be transportation-related use. The proposed Land Use Plan would increase the acreage designated for transportation use, which is primarily associated with future SR-125.

**Agriculture.** There are currently approximately 12 acres devoted to agriculture or agricultural business within the City limits. The existing agricultural area is located in the eastern area of the City, north of Palm Avenue. The proposed Land Use Plan would eliminate this use and replace it with the transportation designation, as it would be entirely within the proposed right-of-way for SR-125.

**Undeveloped.** As shown in Table 3.3-2, there is currently approximately 65 acres of undeveloped property within the City limits. The proposed Land Use Plan assumes that all of the City would be developed in accordance with the land use designations shown in Figure 3.3-3.

## **B. Special Treatment Areas**

Since the City is almost entirely built out, subsequent projects would primarily consist of infill development or redevelopment. Subsequent projects anticipated within the transitional area and proposed in the General Plan Land Use Plan are identified below.

In the existing 1980 General Plan, areas with significant development or redevelopment potential are designated as Special Treatment Area (STA) overlays. The use of STAs has successfully allowed the City to closely monitor and direct development in these critical areas. The STA planning system is continued in the proposed General Plan, and the STA definition has been expanded to include areas warranting special planning attention in addition to areas with significant development or redevelopment potential. The proposed Land Use Plan designates seven STAs which are described below and shown in Figure 3.3-3:

### Downtown Village (STA I)

The Downtown Village STA contains the traditional downtown commercial district located around the intersection of Broadway and Lemon Grove Avenue (Figure 3.3-3). A mix of retail

and office uses presently dominate the STA, but some multiple-family residences also occur. Other important features include the downtown trolley station, City Hall and Fireman's Park.

The Downtown Village STA is planned for a lively mix of retail, office, condominium and apartment development supported by a variety of transportation options. In addition to supporting the village residents, shops and restaurants would provide recreational opportunities for Lemon Grove residents and others from adjacent communities. The residential population would in turn increase the viability of the village shops. Trolley and bus lines traversing the village would allow residents to commute to regional work centers via transit while also providing access to the downtown village from nearby communities. To provide more opportunities for mixed-use development, the traditional northern boundary of downtown would be extended to the north by a half block.

### Massachusetts Station (STA II)

The Massachusetts Station STA encompasses the existing commercial site across from the Massachusetts Avenue trolley station (Figure 3.3-3). Redevelopment of the site with a mix of residential and neighborhood commercial is planned to achieve two primary goals: 1) increase the number of residents that can walk to the trolley station and use the trolley to commute, and 2) establish neighborhood shopping opportunities to reduce driving and encourage walking and bicycling.

### Regional Commercial (STA III)

STA III is intended for redevelopment of the area north of Broadway, between Buena Vista and Massachusetts Avenues, with large retail businesses to attract regional shoppers and optimize visibility from the freeway. Uses within this STA would serve both local residents and attract shoppers from adjacent communities. Good freeway access and visibility contribute to the area's suitability for regional commercial uses. In addition to diversified shopping opportunities, the regional commercial uses would generate tax revenue for needed public services and infrastructure. Some of the existing business and residential properties in STA III are run-down and blighted. New commercial development would improve overall community aesthetic and development conditions. This STA is part of the City's Redevelopment Project Area.

### West Central Residential (STA IV)

The land within the West Central Residential STA was originally designated as future right-of-way for the College Avenue extension project (Figure 3.3-3). The City abandoned the project and designated the right-of-way area for residential development, similar to nearby land use patterns. With the exception of this STA, the right-of-way areas have since been developed or are subject to approved development plans. STA IV consists of a mixture of individually owned lots and some land owned by the City. The topography slopes moderately toward the center of

the site and features a ravine running westward. This STA is intended for new, low density residential development consistent with the neighboring community to the southwest.

#### Federal Boulevard Automobile Sales District (STA V)

The Federal Boulevard Automobile Sales District STA supports car dealerships and automotive services and shops. The highly visible freeway location contributes to the dealerships' success, which in turn yields tax revenue for local public services and infrastructure improvements. STA V is intended for a continuation of the freeway-oriented automobile sales district at the eastern end of Federal Boulevard.

#### Skyline Commercial Center (STA VI)

The Skyline Commercial Center STA is located in the southern portion of the City (Figure 3.3-3). This STA includes several small existing commercial properties but the majority of the STA consists of a sizable church facility (Skyline Wesleyan Church). The organization presently using the facility plans to relocate outside of the area. While another organization may move into the facility, there is significant potential to redevelop the property along with the smaller commercial sites for a neighborhood commercial center. The commercial center would be supported by residents in the southern portion of the City and through traffic traveling along Jamacha Road.

#### Troy Street/SR-125 Planning Area (STA VII)

The Troy Street/SR-125 Planning Area lies in the eastern portion of the City, at the eastern terminus of Palm Avenue and Troy Street (Figure 3.3-3). Caltrans plans to construct the SR-125 freeway generally in the vicinity of Sweetwater Road. The City's Freeway Agreement with Caltrans does not provide for the construction of on- or off-ramp connections to SR-125 at Troy Street. Even though the City does not believe that on- and off-ramps are warranted at present, it acknowledges that the community's traffic circulation needs can change over a period of time. Therefore, the City will work with Caltrans, area property owners, and other interested groups and agencies to monitor the relationship between SR-125 and the City's system of streets. The purpose of the STA is to alert property owners to the fact that future conditions could justify the construction of on- and off-ramps at Troy Street and SR-125. The boundaries of the STA are general and encompass the ultimate right-of-way of any potential freeway ramp. Development within the generalized STA boundaries can occur according to the provisions of the underlying land use category shown in the Land Use Plan (Figure CD-3).

### **C. Other Development/Land Use Changes**

Other land use changes and development are identified in the proposed Land Use Plan in addition to the STAs:

### Central Avenue

The existing 1980 General Plan designates most of the Central Avenue neighborhoods for multiple-family development (Medium Density and Medium/High Density Residential). The proposed General Plan re-designates stable single-family areas to Low/Medium Density Residential, restricting any new apartment or condominium development. This policy change would not result in a physical change, and therefore is only discussed in the plan-to-plan analysis contained in Alternative 7.3, Existing General Plan Alternative.

### Multiple-Family Residential Development

The proposed Land Use Plan identifies sites for new condominium and apartment development. The City would particularly focus new multiple-family residential development within STAs I and II, which are both planned as mixed-use areas. Other emerging multiple-family neighborhoods are designated as Medium Density Residential and Medium-High Density Residential in the proposed Land Use Plan on Figure 3.3-3, including the following areas:

- North of Lemon Grove Way, northeast of the downtown village and near the SR-94 freeway and planned SR-125 freeway;
- South of Broadway, between Kempf Street and Sweetwater Road;
- East side of Lemon Grove Avenue, around Mount Vernon Street;
- Massachusetts Avenue, between Kempf Street and Central Avenue;
- Along Central Avenue and North of Central Avenue, west of Massachusetts Avenue;
- South of Central Avenue, between Olive and Main Streets; and
- South of Pacific Avenue, between West Street and Buena Vista Avenue.

### Industrial and Commercial Areas

The proposed Land Use Plan encourages continued revitalization and redevelopment in the following areas: the industrial area on Federal Boulevard, commercial areas on Broadway not encompassed by an STA, and commercial areas near Broadway.

### Skyline Neighborhood Commercial Area

A small commercial area presently occurs on the west side of Skyline Drive, in the middle of the block bounded by Dayton and Canton Drives. A mix of converted single-family homes and older commercial buildings are surrounded by single-family neighborhoods. The high number of vacancies, transient nature of the existing businesses, and run-down appearance reflect the low viability of commercial activity within this area. The proposed Land Use Plan shows that the commercial uses would revert back to single-family housing, compatible with the dominant land use pattern (Figure 3.3-3).

### Civic Center Concept Area

The proposed Land Use Plan includes a long-range plan to develop a civic center in the heart of the community (Figure 3.3-3), which would provide a focus area for public facilities such as a city hall, library, museum, community center, meeting facilities, law enforcement station, performance space, plaza and/or park. The concept area lies along Lemon Grove Avenue in the area of the existing City Hall and fire station, and comprises the southern portion of the downtown village. This location maximizes accessibility by trolley, bus, walking, cycling and driving, and allows the civic center to contribute to the overall revitalization of the historic downtown.

### **3.4 DISCRETIONARY ACTIONS FOR SUBSEQUENT PROJECTS**

Discretionary actions required for General Plan implementation and subsequent projects may include, but would not be limited to, the following:

- Revisions to the Zoning Ordinance and Map to incorporate the directives of the General Plan;
- Approval of specific plans and master plans;
- Approval of development plans, including tentative maps, variances, conditional use permits and other land use permits;
- Approval of disposition and development agreements;
- Approval of facility and service master plans and financing plans;
- Approval of funding for public improvement projects;
- Issuance of municipal bonds;
- Acquisition of property by purchase or eminent domain; and/or
- Relocation of displaced occupants.

For the above actions to be considered subsequent projects, they must be consistent with the General Plan.

### **3.5 GENERAL PLAN IMPLEMENTATION MANUAL**

The General Plan Implementation Manual is separate from the General Plan, yet is closely related. The Implementation Manual contains specific action programs to achieve all of the General Plan objectives, policies and plans, and identifies implementation schedules and funding sources. Each General Plan policy corresponds directly to one or more implementation program.

The Implementation Manual is also directly tied to this Master EIR. Where potentially significant environmental impacts are identified in the Master EIR analysis, mitigation measures are required to reduce the impact to acceptable levels. The Master EIR mitigation measures contained in Section 4.0 are comprised of applicable General Plan Implementation Manual programs. In the



Implementation Manual the programs required as Master EIR mitigation measures are also distinguished.

Linking these two documents increases the effectiveness of the General Plan and facilitates monitoring of the Master EIR mitigation measures. State planning law requires the City to prepare an annual report assessing progress made in implementing the General Plan. Using the Implementation Manual, the City will simultaneously monitor whether the Master EIR mitigation measures are being properly executed while assessing General Plan progress. The City's annual report will identify remedial action for any implementation programs/mitigation measures not properly implemented.